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INFORMATION REPORT

COUNTRY	Hungary	DATE DISTR	18 February 1954
SUBJECT	Ikarus Car Body and Vehicle Enterprise	NO OF PAGES	8
	25X1		
PLACE ACQUIRED		NO OF ENCLS (LISTED BELOW)	25X1
DATE OF INFO		SUPPLEMENT REPORT NO	

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1. The Ikarus Body and Vehicle Plant, National Enterprise (Ikarus Karosszaria es Jarmuegyar N.V.), located on Margit Ut. 2, Budapest Matyasfoeld, was bordered by fields in the north, by meadows and the Szilar rivulet in the east and by apartment houses in the south and the west. The plant was constructed and originally owned by the Uhri Brothers and was previously designated "Uhri Brothers Precision Mechanical Enterprise". The installations which did not suffer from any war damages were enlarged by their former owners after the war. These enlargements were continued after the Uhri Brothers had been expropriated and their plant had become a national enterprise. A standard railroad connection, a large fire water reservoir and four AAA emplacements were constructed and the air raid shelters were reconstructed in the summer of 1952.

2. The plant produced busses of types Ikarus 30, Ikarus 60 and Ikarus 66, the latter including a rear engine bus which went to China, and trolley busses. The production of military vehicles at the plant included a 3-ton Csepel weapon carrier, a Csepel type radio truck, a 3-ton Csepel truck, a Csepel type ambulance, military fire engines, 3-ton tank trucks and a carriage for mortar. The engines to be installed were received from the Rokosi-Matyas Plant in Csepel(Q 43/H 51). The daily production quota amounted to four busses and 14 or 15 military vehicles. Each vehicle was given a 300 to 400-km road-test after which it returned to the plant to be checked again and repaired if necessary. Czechoslovakia was the main customer of the plant.

3. During the war the plant had a workforce of 300. With the postwar enlargement of the plant, the workforce increased to 3,000 including about 30 percent women and [redacted] They received better salaries and their families lived in town. No forced laborers were working at the plant. Work was done in three shifts and each work shift was served one meal for 14.- Ft. After one year of employment, the workers were given a 12 days leave which was increased about one day each year. Janos Szocs [redacted] was managing director. Other leading employees included Laszlo Rajt [redacted] in charge of work shops, Kiss (fnu), foreman, Dr Hont (fnu), deputy manager and head of the book-keeping office, [redacted] Laszlo Premenyi, head of a work-shop, and Laszlo Badar, head of a work-shop.

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4. Prior to the end of 1952, the plant was guarded by 16 civilians and an AVH-branch composed fo five men. New gate passes of different color were issued every month.

25X1 1. [redacted] Comment. For layout sketch of the plant, see Annex 1.

2. [redacted] Comment. For sketch of mortar carriage, see Annex 2; for sketch of a Csepel 3-ton radio truck, see Annex 3; for sketch of an Ikarus 66-type bus, see Annex 4, and for a sketch of an Ikarus 30 type bus, see Annex 5. Busses of the Ikarus 66 type carry 80 persons; their series production started in 1953. A trolley bus version of this type was designed. The assembly department frequently encountered difficulties caused by irregular engine deliveries from the Csepel Plant.

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Layout Sketch of the Ikarus Body and Vehicle Plant at Budapest Matyasfoeld

Annex 1

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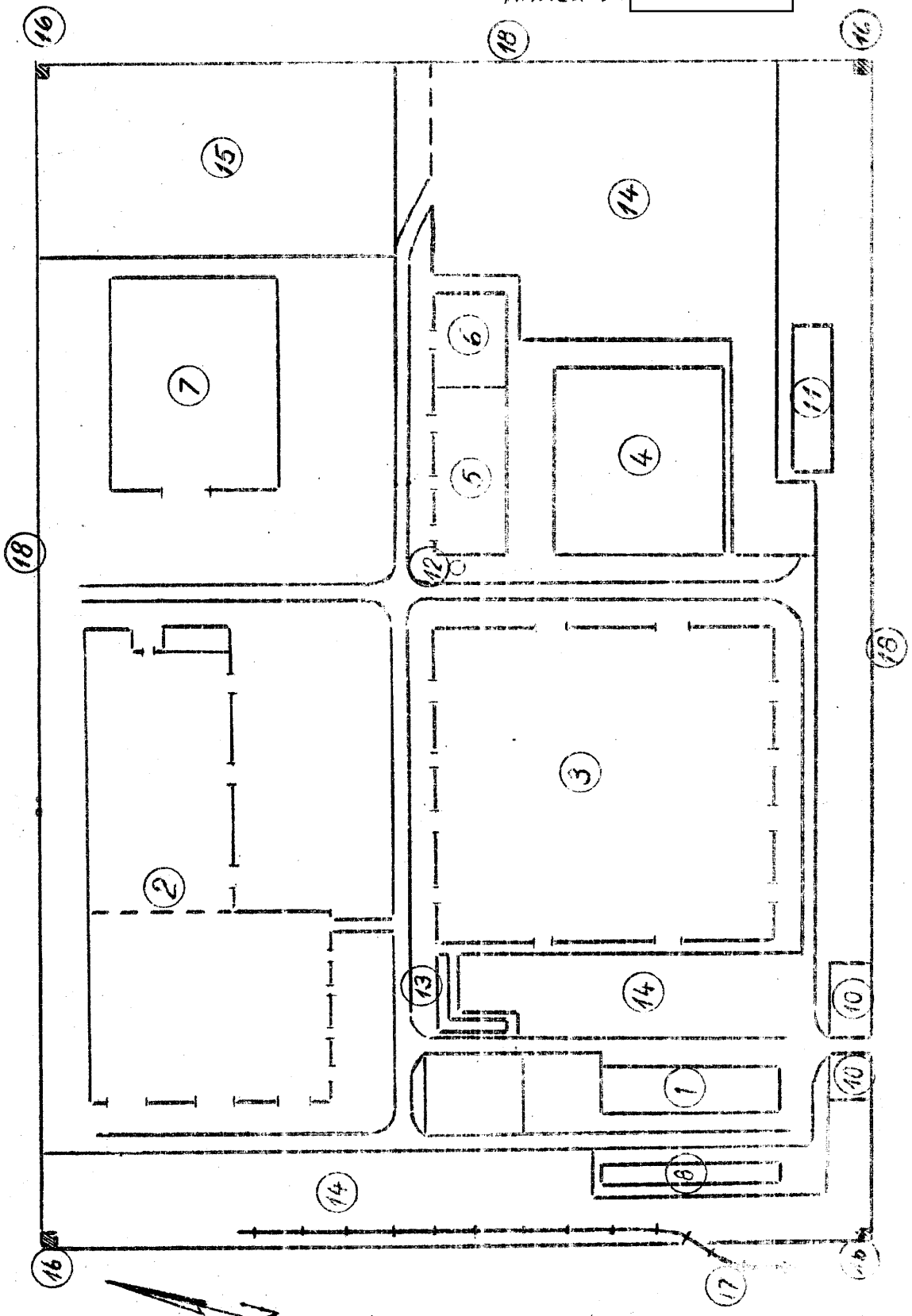

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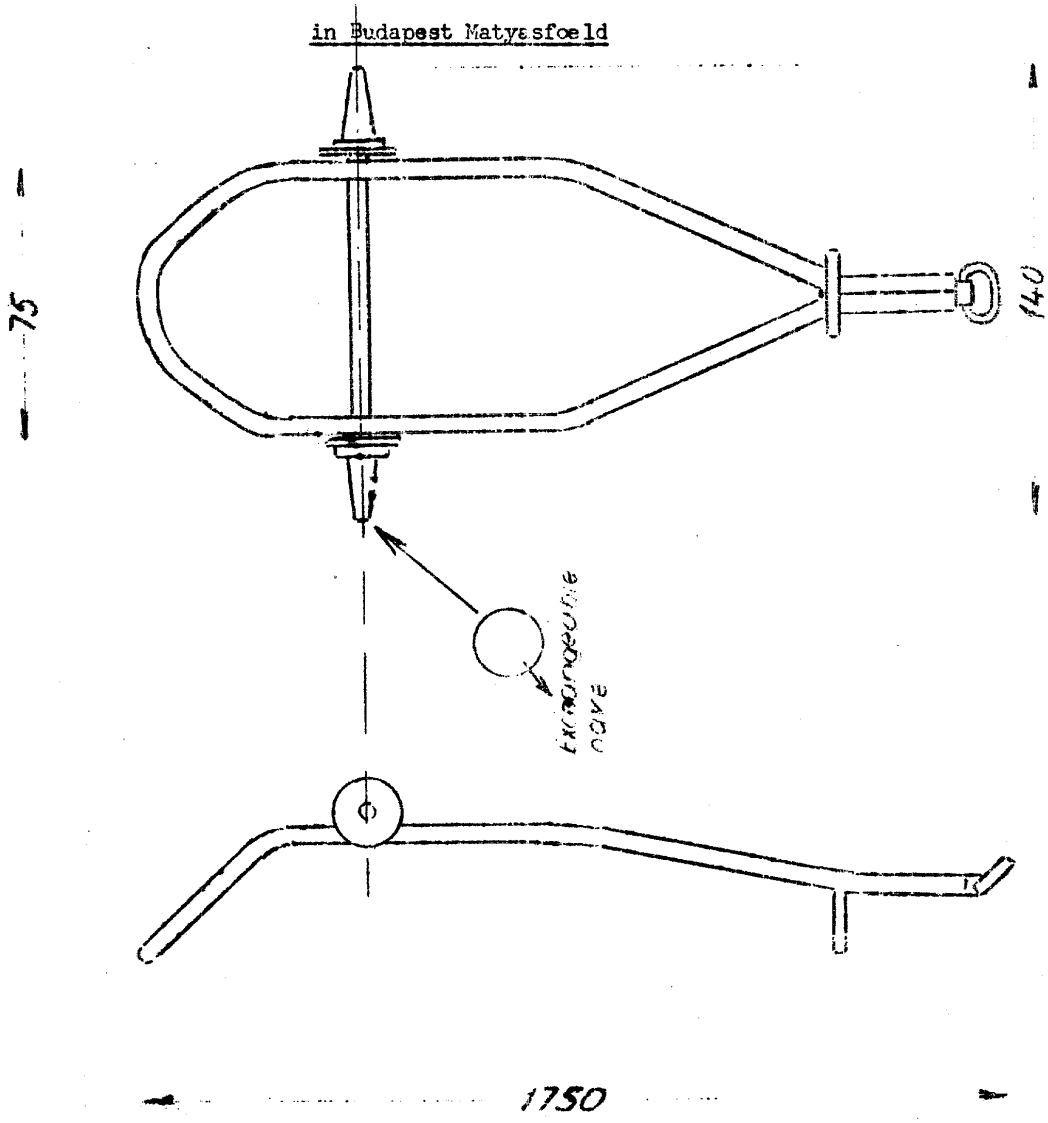
Annex 2 [redacted] 25X1

Mortar Carriage Produced at Ikarus Body and Vehicle Plant in Budapest Matyasfoeld



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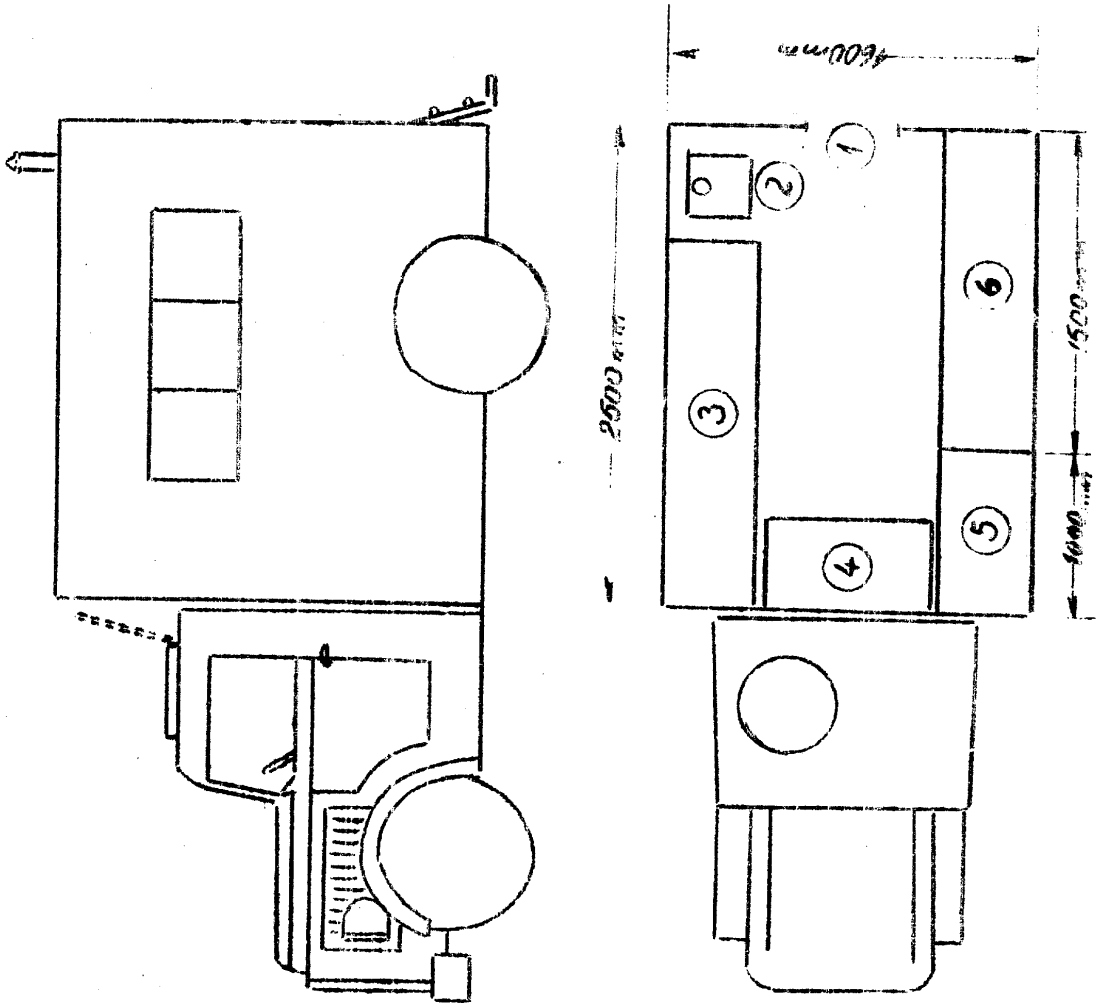
Annex 3

3-Ton Csepel Radio Truck, Produced at Body and Vehicle Plant in Budapest-Matyasfoeld.



Legend.

1 Door
2 Stove
3 Iron scaffold for instruments
4 Folding table
5 Cabinet
6 Iron scaffold for instruments

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Annex 4

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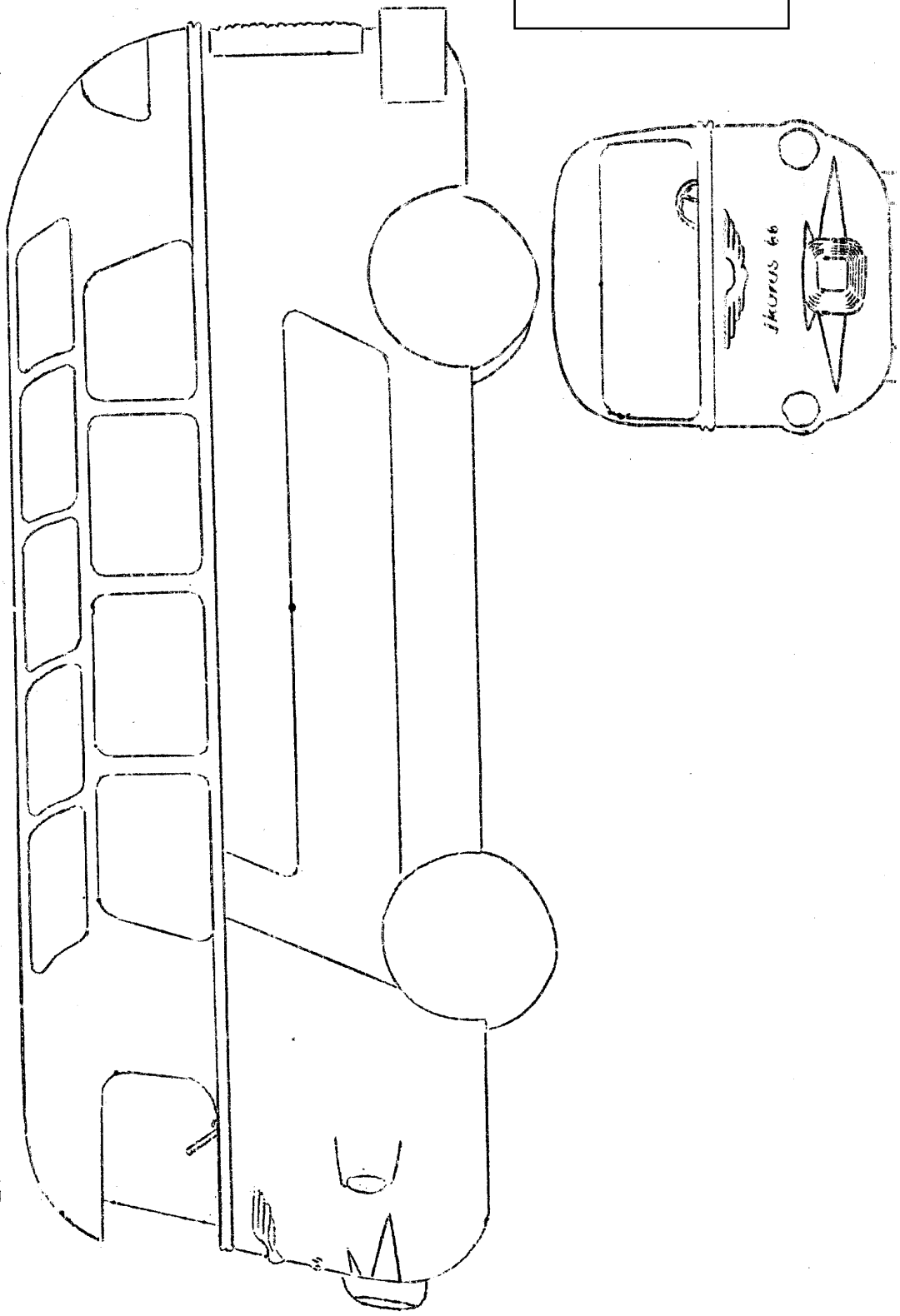
Annex 4

Ikarus-66 Type Bus, Produced at the Ikarus Body and Vehicle Plant at Budapest-Matyasfoeld.



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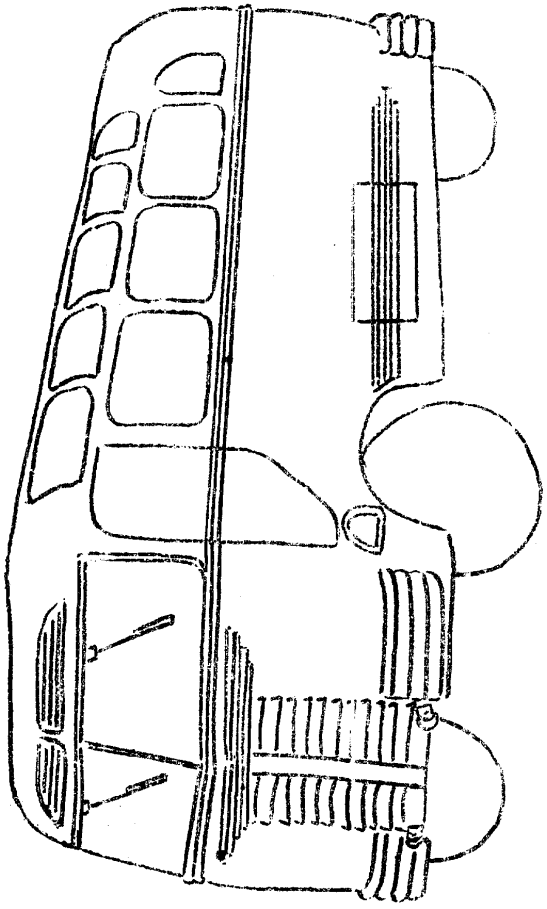
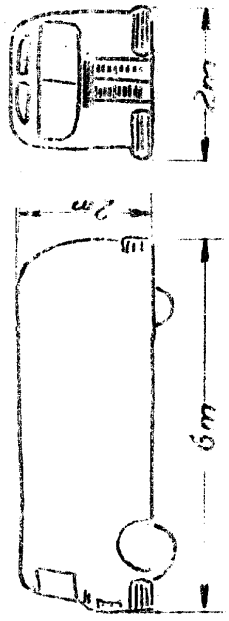
Annex 5

IKARUS 30





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